

**IN THE CLAIMS**

Please cancel claim 3 and amend claims 1 and 9 as shown below, in which deletions are indicated by strikethrough and/or double brackets, and additions are indicated by underscoring. This listing of claims will replace all prior versions, and listings, of claims in the application.

Claim 1. (Currently Amended) A crankshaft for use as a component of an internal combustion engine and for converting reciprocating motion of pistons in the internal combustion engine to rotary motion, said crankshaft comprising:

a plurality of interconnected crank webs;

wherein one of said crank webs forms a primary drive gear, which is a helical gear; and wherein another one of said crank webs comprises a split crank web which is connected to the primary drive gear via a crankpin;

wherein the split crank web comprises a main crank web portion integrally formed with the crankpin, and a supplemental balance weight which is removable from the main crank web, and wherein the supplemental balance weight has a cylindrical hole formed therein to receive a portion of the crankshaft body.

Claim 2. (original) A crankshaft for an internal combustion engine according to Claim 1, wherein the helical gear is integrally formed with the crank web by grinding helical teeth along the periphery of the crank web.

Claim 3. [Canceled]

Claim 4. (Currently Amended)      The crankshaft of claim 1 ~~[[3]]~~, wherein the diameter of the main crank web portion is larger than the diameter of the primary drive gear at the base of the teeth thereof.

Claim 5. (Previously Presented)      A crankshaft for use as a component of an internal combustion engine, said crankshaft comprising a crankshaft body comprising:

    a first crankpin;

    a gear formed on a first crank web located at one side of the first crankpin;

    a first balance weight mounting portion formed on a second crank web located at the other side of the first crankpin;

said crankshaft further comprising a first balance weight mounted to the first balance weight mounting portion of the crankshaft body so as to be selectively detachable;

wherein the crankshaft body is formed with a second balance weight mounting portion separate from the first balance weight mounting portion, and wherein said crankshaft also comprises a second balance weight removably attached to the second balance weight mounting portion, and

    wherein the second crank web is situated between the first balance weight and the gear.

Claim 6. (original)      A crankshaft according to claim 5, wherein the first balance weight has a first mass, and wherein the second balance weight has a mass substantially equal to the first mass.

Claim 7. (original) A crankshaft according to claim 5, wherein the first balance weight mounting portion is provided on the outside of said crankpin which is located at one end out of a plurality of crankpins, and wherein the second balance weight mounting portion is provided on the outside of a crankpin located at the other end of said plurality of crankpins.

Claim 8. (original) A crankshaft according to claim 5, wherein the gear is a helical gear.

Claim 9. (currently amended) A crankshaft for use as a component of an internal combustion engine, said crankshaft comprising a crankshaft body which comprises:

- a plurality of journals situated along a longitudinal axis of said crankshaft;
- a plurality of crank pins displaced from said longitudinal axis;
- a plurality of crank webs interconnecting said crank pins with said journals;
- wherein one of said crank webs is configured as a helical gear with teeth formed externally thereon;
- and further wherein one of said crank webs is formed in two parts including a first balance weight mounting portion and a first supplemental balance weight which abuts against and is removably attached to a side surface of the first balance weight mounting portion.

Claim 10. (Previously Presented) A crankshaft for use as a component of an internal combustion engine, said crankshaft comprising a crankshaft body which comprises:

- a plurality of journals situated along a longitudinal axis of said crankshaft;
- a plurality of crank pins displaced from said longitudinal axis;

a plurality of crank webs interconnecting said crank pins with said journals;  
wherein one of said crank webs is configured as a helical gear with teeth formed externally thereon;  
and further wherein one of said crank webs is formed in two parts including a first balance weight mounting portion and a first supplemental balance weight which is removably attached to the first balance weight mounting portion, and wherein the first supplemental balance weight includes a body portion and a flange which extends away from the body portion proximate an edge portion thereof.

Claim 11. (original)            The crankshaft of claim 9, wherein another of said crank webs is formed in two parts including a second balance weight mounting portion and a second supplemental balance weight which is removably attached to the second balance weight mounting portion.

Claim 12. (original)            The crankshaft of claim 9, wherein said two-part crank web is disposed at a first end of said crankshaft.

Claim 13. (original)            The crankshaft of claim 9, wherein said supplemental balance weight is attached to the balance weight mounting portion using a plurality of fasteners.

Claim 14. (Previously Presented)    A crankshaft for use as a component of an internal combustion engine, said crankshaft comprising a crankshaft body which comprises:  
a plurality of journals situated along a longitudinal axis of said crankshaft;

a plurality of crank pins displaced from said longitudinal axis;  
a plurality of crank webs interconnecting said crank pins with said journals;  
wherein one of said crank webs is configured as a helical gear with teeth formed externally thereon;  
and further wherein one of said crank webs is formed in two parts including a first balance weight mounting portion and a first supplemental balance weight which is removably attached to the first balance weight mounting portion, and wherein the supplemental balance weight has a cylindrical hole formed therein to receive a portion of the crankshaft body.

Claim 15. (Previously Presented) A crankshaft for use as a component of an internal combustion engine, said crankshaft comprising a crankshaft body which comprises:

a plurality of journals situated along a longitudinal axis of said crankshaft;  
a plurality of crank pins displaced from said longitudinal axis;  
a plurality of crank webs interconnecting said crank pins with said journals;  
wherein one of said crank webs is configured as a helical gear with teeth formed externally thereon;  
and further wherein one of said crank webs is formed in two parts including a first balance weight mounting portion and a first supplemental balance weight which is removably attached to the first balance weight mounting portion, and wherein the supplemental balance weight has a plurality of mounting holes formed therein to receive fasteners, and wherein the mounting holes include recessed portions to receive fastener heads therein.